



**Kerr-McGee Oil & Gas Onshore LP**

## **Transportation Plan**

**LARKSPUR FED 4-32HZ Well Pad and Facility**

**S/2 NW/4 Section 5, T2N, R66W, 6<sup>TH</sup> P.M.**

**Weld County, Colorado**

**Address: TBD**

**Proposed Spud Date: 2<sup>nd</sup> Quarter 2025**

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**I. Purpose**

Kerr-McGee Oil and Gas Onshore LP (KMOG) developed this Transportation Plan pursuant to Colorado Energy & Carbon Management Commission (CECMC) Rule 304.c.(6). This plan is consistent with the plans submitted to Weld County for the Weld County Oil and Gas Location Assessment (WOGLA) application and approval. This plan does not include adding turn lanes, rights-of-way or widening of existing roads.

**II. Transportation Routes**

KMOG will take Weld County Road (WCR) 26 to new access road to enter Location.

**III. The travel distribution along the identified haul routes**

The travel distribution to the proposed oil and gas location is expected to be 50% from the west via WCR 26 and HWY85 and 50% from the east via WCR 26 and WCR 31.

**IV. The time of day when the highest traffic volumes are expected:**

The highest traffic volumes from construction of the oil and gas location are during normal business hours (7am to 5pm). Drilling and completion operations are both 24 hours a day, seven days a week. Highest volumes of traffic are between the hours of 6am and 7pm.

**V. Best Management Practices & Measures**

- A. Water-on-Demand (WOD) - Water for completions operations will be secured by KMOG through its own “Water-on-Demand” (WOD) system, or from a water supplier in the immediate area of the drill site. This WOD system is a network of over 180 miles of underground pipeline that stretches the length of the 20-mile by 30-mile field to source and transport water to completions crews. This system eliminates more than 2,000 truck trips per day field-wide, while also reducing associated impacts of traffic, noise, emissions, and dust. KMOG anticipates this location will have approximately 44,000 truck trips eliminated during the completions process by using the WOD system.
- B. Reduced Facility Size - KMOG works hard to reduce the facility size and create compact development areas. KMOG’s production facilities are designed and constructed to eliminate oil storage tanks and the associated emissions and traffic associated with trucking oil. KMOG intends to utilize a comprehensive below ground oil and gas pipeline system to transport produced oil and gas to central processing facilities, resulting in a smaller production facility with fewer tanks. This pipeline infrastructure mitigates truck traffic in the area, thereby significantly reducing impacts to roads, noise, and emissions.
- C. Remote monitoring reduces traffic - all new well sites are remotely monitored 24 hours a day, seven day a week by representatives in KMOG’s Integrated Operations Center (IOC). This monitoring also helps reduce traffic to well sites. From the IOC, KMOG personnel can turn wells and equipment on and off, measure at tank levels, verify pressures and temperatures. This remote monitoring reduces daily traffic to the location.

**VI. Vehicle Traffic Estimates**

The development of this pad will occur in five phases:

1. Construction Phase
2. Drilling Phase
3. Completions Phase
4. Production Phase
5. Interim Reclamation Phase

The estimated time periods for these phases is listed in the truck traffic table below. It is KMOG’s intention to drill all the wells at one time and then complete all the wells at one time. While KMOG plans development in a phased approach, there may be delays between these phases due to unforeseen circumstances and/or economic conditions.

|                          | <b>Construction Phase</b> | <b>Drilling Phase</b> | <b>Completions Phase</b> | <b>Production Phase</b> | <b>Interim Reclamation Phase</b> |
|--------------------------|---------------------------|-----------------------|--------------------------|-------------------------|----------------------------------|
| Monthly Truck Trips      | 88                        | 56                    | 254                      | 36                      | 86                               |
| Annual Truck Trips       | 3,331                     | 3,698                 | 11,735                   | 430                     | 2,630                            |
| <b>Total Truck Trips</b> | <b>1,681</b>              | <b>3,698</b>          | <b>11,735</b>            | <b>896</b>              | <b>2,630</b>                     |

VII. Proposed Haul Routes

